(c) the details of the railway electrification works under progress in that State?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No, Sir.

(b) Does not arise.

(c) As a part of electrification of Delhi-Bombay trunk route via Central Railway and Howrah-Bombay trunk route via Nagpur, work is in progress in sections Waghoda-Bhusawal and Bhandara Road-Nagpur which fall in Maharashtra State. Electrifiction of Diva-Panvel section is also in progress.

Development of Agriculture in Maharashtra

829. SHRI SURESH KALMADI: Will the Minister of AGRICULTURE be pleased to state:

(a) whether Government of Maharashtra have submitted any proposal for the development of Agriculture in that State;

(b) whether Government propose to introduce any such new schemes;

(c) if so, the details thereof; and

(d) by when these schemes are likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI MULLAPPALLY RAMACHANDRAN): (a) to (d) Schemes for creation of infrastructural facilities for extension training programme, establishment of composite farmers agro-service centre and popularisation of improved agricultural implements have been sanctioned for implementation in 1991-92. Schemes for development of coconut, cashewnut, spices and vegetables have also been sanctioned for 1991-92.

Survey of Railway Line between Khurda and Bolangir in Orissa

830. SHRI JAGADISH JANI: Will the Minister of RAILWAYS be pleased to state:

(a) the reasons for the survey and construction of a railway line between Khurdha Road and Bolangir via Phulabani in Orissa has not been taken up so far; and

(b) whether Government have any proposal to reconsider the construction of that line keeping in view the economic development in those backward districts of the State?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) A preliminary study carried out in 1985 examined two alternative alignments. The first alignment via Khurda Daspala, Sonapur was without touching Phulbani, 292 km in length, and its cost was assessed at Rs. 274.9 crores. The second alignment via Phulbani with steeper gradient was 363 km long and it cost was Rs. 477.6 crores. The State Government preferred the first alignment which was considerably shorter and cheaper.

Accordingly, a survey was carried out in 1986 and updated in 1991 for the proposed Khurda Rd.-Balangir new BG railway line without touching Phulbani.

The proposal for taking up this line was sent to the Planning Commission in Feb. 91 but keeping in view the acute resource constraint and the unremunerative nature of the project, Planning Commission have not approved taking up of the project.

Allotment of Land to Private Parties

831. SHRI MAULANA OBAIDULLAH KHAN AZMI:

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether it is a fact that allotment of land to private parties by DDA and Land & Development Office (L&DO) takes less time as compared to those for public purposes;

(b) if so, the reasons therefor;